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From: Commanding Officer, USS ENTERPRISE (CVN 65)
To: Chief of Naval Operations (OP-05d2)

Subj: FORWARDING OF 1984 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C
(b) 1984 USS ENTERPRISE Cruise Report
(c) Battle Flex Deck Supplement

Encl: (1) USS ENTERPRISE (CVN 65) 1984 Command History

1. In accordance with reference (a), enclosure (1) is forwarded.

R. L. Leuschner, Jr.
R. L. LEUSCHNER, JR.

Copy to:
Director of Naval History
CINCPACFLT
COMNAVAIRPAC (Code 012)

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THE HISTORY
OF
USS ENTERPRISE (CVN 65)
IN
1984

Encl (1)

USS ENTERPRISE COMMAND HISTORY 1984

USS ENTERPRISE HISTORY OF 1984

The highlight of 1984 for ENTERPRISE was preparation for and the execution of a highly successful SEVENTH Fleet deployment to the Pacific and Indian Oceans as part of Battle Group FOXTROT, the composition of which is listed below:

- USS ENTERPRISE (CVN 65)
- USS JOUETT (CG 29)
- USS ARKANSAS (CGN 41)
- USS LEFTWICH (DD 984)
- USS MAHLON S. TISDALE (FFG 27)
- USS KINKAID (DD 965)
- USS BREWTON (FF 1086)
- USS ROBERT E. PEARY (FF 1073)
- USS SACRAMENTO (AOE 1)
- USS FLINT (AE 32)

Deployed operations earned the Battle Group a Letter of Commendation from the Commander, SEVENTH Fleet and nomination for the Meritorious Unit Commendation.

The following is a chronological review of the significant events during 1984:

ENTERPRISE was in port Alameda at the beginning of 1984. On 10 January 1984 she departed for the Southern California (SOCAL) operating area. While in the SOCAL area, the ship and air wing conducted training operations at sea as well as two brief port visits in San Diego, 17-18 and 25-31 January.

On 31 January, ENTERPRISE departed San Diego and participated in READIEX 84-2 before returning to Alameda on 15 February.

ENTERPRISE departed Alameda on 23 February, again enroute to SOCAL, where training operations were conducted until March. ENTERPRISE returned to Alameda on 2 March. A Dependent's Day Cruise was conducted the following day, 3 March 1984, with 3900 guests embarking.

ENTERPRISE remained in Alameda until 14 March when she again departed for SOCAL to participate in READIEX 84-3. The final phase of the exercise included an opposed, multithreat, Orange Force scenario. After completion of READIEX 84-3, ENTERPRISE conducted a challenging Operational Readiness Evaluation (ORE) from 2-5 April. This exercise involved a multithreat scenario, including power projection strikes ashore. After successful completion of the ORE, ENTERPRISE returned to Alameda on 6 April.

ENTERPRISE remained in Alameda until 19 April when she departed again for SOCAL to conduct refresher air operations and a successful Operational Reactor Safeguards Examination (ORSE). ENTERPRISE operated in SOCAL until returning to Alameda on 30 April, when she began a month long period of preparations for

overseas movement (POM).

ENTERPRISE departed on her eleventh deployment on 30 May, immediately participating in exercise RIMPAC 84. Participation in RIMPAC continued until arrival in Pearl Harbor, Hawaii, on 15 June. During this in port period, post-exercise debriefs and Indian Ocean and Western Pacific deployment briefings were conducted.

ENTERPRISE departed Pearl Harbor on 19 June for exercises BELL VOLCANO (amphibious and power projection ashore) and BGAREM 84-4 (ASW) in the Hawaiian OPAREAS. ENTERPRISE's participation was rated as highly effective in both exercises.

On 29 June ENTERPRISE returned to Pearl Harbor for a second port visit. On 02 July she was underway for Subic Bay, Republic of the Philippines. During the transit, ENTERPRISE and Battle Group FOXTROT were twice the subject of Soviet reconnaissance missions. Additional training was conducted while enroute, including a TRANSITEX (ASW), a PASSEX with Japanese Maritime Self Defense Force ships in the vicinity of Guam, an INCHOPEX with USS KITTY HAWK aircraft as opposing forces, as well as intra-Battle Group training.

ENTERPRISE was in port Subic Bay from 24 July through 2 August. On 2 August ENTERPRISE departed the Philippines and conducted a brief South China Sea transit to Hong Kong, 6-11 August. Liberty in Hong Kong was the high point of the cruise for the crew.

Transit to station in the North Arabian Sea commenced on departure from Hong Kong on 11 August; she arrived on station for turnover with USS AMERICA on 24 August. During transit of the South China Sea, ENTERPRISE was subject to aerial reconnaissance by Soviet Badger aircraft operating from Cam Rahn Bay, SRV. Additionally, significant activity during the transit was the execution of an INCHOPEX with USS AMERICA upon entering the North Arabian Sea.

Through her North Arabian Sea operations, ENTERPRISE maintained U. S. Naval presence in the area as a stabilizing force and as a show of resolve to countries of the region. Operations conducted included the intercept and escort of Soviet and Iranian reconnaissance aircraft operating in the Battle Group area of interest. Additionally, surveillance of surface and subsurface units within the Battle Group area was continually maintained. Of particular interest was the merchant shipping in the region, due to the resurgence of Iranian and Iraqi attacks on oil tankers and other ships in the Persian Gulf during this time.

During September ENTERPRISE participated in PASSEX's with German, French and British surface units and conducted ASWEX 84-9U from 21-24 September. The month of September was particularly noteworthy due to intensive and successful ASW prosecution efforts.

October saw a continuation of North Arabian Sea patrol, with several training exercises being conducted with allied forces. Additionally, intense and successful ASW efforts continued, especially involving surface units, VS and HS squadrons, and Diego Garcia based VP aircraft.

ENTERPRISE and Battle Group FOXTROT remained in the North Arabian Sea until 5 November before departing for Subic Bay. ENTERPRISE was again subject to aerial reconnaissance by Cam Rahn Bay based Soviet aircraft while in the South China Sea. ENTERPRISE terminated a 93 day at-sea period upon arrival in Subic Bay on 12 November.

ENTERPRISE commenced FLEETEX 85 participation on departure from Subic Bay on 19 November, joining forces with USS CARL VINSON (CVN 70) and USS MIDWAY (CV 41) battle groups. Numerous reconnaissance flights by Soviet aircraft occurred during FLEETEX 85. After completion of FLEETEX, ENTERPRISE and Battle Group FOXTROT detached for transit to Pearl Harbor, arriving on 10 December. ENTERPRISE departed Pearl Harbor on 13 December after on-loading 900 male guests for a "Tiger Cruise" to CONUS. The deployment was concluded on 20 December with arrival at Alameda.

ENTERPRISE remained pierside at NAS Alameda during the remainder of 1984, in a post-deployment stand down over the Christmas and New Year holidays.

During 1984, ENTERPRISE, with Carrier Air Wing ELEVEN, embarked, conceived and implemented a more flexible and combat relevant mode of conducting air operations than traditional cyclic operations. Based on initiatives which provided far more efficient management of flight deck time and space, major respots were eliminated and the landing area and waist catapults were kept clear for launching and recovery operations on a continuing and flexible timing basis throughout the operating day. This so called Battle Flex Deck (BFD) mode of air operations is described and discussed in the 1984 USS ENTERPRISE Cruise Report and Battle Flex Deck Supplement thereto (references b and c). BFD implementation commenced on 10 January 1984. By April 1984, BFD was perfected and adopted as the normal mode of air operations aboard ENTERPRISE. No cyclic operations were conducted during 1984; the ship/air wing team were commended for their operational and tactical performance in every exercise utilizing BFD.

The Commanding Officer was CAPT R. L. Leuschner, Jr., U. S. Navy.

Commander, Carrier Group THREE, RADM Edwin D. Kohn, Jr., U. S. Navy, embarked until relieved on 26 June 1984 by RADM John R. Batzler, U. S. Navy.

Carrier Air Wing ELEVEN, CAPT R. P. Hickey, U. S. Navy, embarked until relieved on 18 May 1984 by CDR David L. Carrol, U. S. Navy.

The following sections, listed alphabetically by departments, provide a more detailed description of ENTERPRISE's activities in 1984. Carrier Air Wing ELEVEN's (CVW 11) Command History is included as the final section.

I. AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

MAR COMNAVAIRPAC AIMD Management Inspection (AMI) Team grades AIMD outstanding, awarding a numerical grade of 97.2 percent - the highest grade given to a Pacific Fleet carrier. Two new work centers were added to increase repair capability; namely, cable/connector repair and instrument repair.

APR Received the S-3 Supply/AIMD support award from Lockheed Aircraft Company. Established phased maintenance kits for support equipment to reduce AWP down time. Installed human factors engineered microminiature repair work stations.

MAY Deployed with all test benches 100 percent operational and 98 percent support equipment (yellow gear) availability.

JUN During RIMPAC 84, AIMD provided exceptional support to the embarked air wing, averaging 87 percent mission capable, 82 percent full mission capable, and 85 percent ASW readiness rates. This was significant considering that the air wing flew 80-110 sorties per day for 4,762 flight hours during the month of June.

JUL Received a message of recognition from Commander THIRD Fleet commending ENTERPRISE's Supply/AIMD/CAG team for a "superb level of material readiness" from work-ups through RIMPAC 84. Completed incorporation of the Seawater Activated Release System (SEAWARS) in 15 parachutes, making CVW 11 the first air wing to deploy with SEAWARS.

AUG Continued to maintain the rotatable pool effectiveness rate of 97 percent. Completed the operational evaluation on the AN/SRC-47 Flight Deck Communications System (FDCS) PRC-114 multichannel radios for COMNAVELEXSYSCOM.

SEP Manufactured helicopter machine gun mounts for HS-6. Repaired an F-14 canopy which was determined to be depot repair.

NOV FLEETEX 85 - AIMD had no mission degrading benches down, and in fact provided extensive inter-AIMD support to the other two carriers in the force, USS CARL VINSON and USS MIDWAY.

MAJOR INSPECTIONS

FEB Technical Assistance and Laboratory Operations Review (TALOR). Grade: outstanding.

MAR AIMD Management Inspection (AMI).
Grade: outstanding.

Electronics Warfare Proficiency Inspection (EWTPI).
Grade: outstanding.

SEP COMFAIRWESTPAC Mid-Deployment Material Inspection.
Grade: satisfactory.

PRODUCTION STATISTICS

DATE	ITEMS PROCESSED	EFFECTIVENESS %	RFI %
JAN 84	1537	66.6	76.7
FEB 84	2492	78.2	72.7
MAR 84	2859	74.8	73.7
APR 84	1338	74.7	64.0
MAY 84	344	44.0	93.3
JUN 84	3926	79.5	71.6
JUL 84	3661	78.2	72.3
AUG 84	4776	77.6	71.6
SEP 84	5522	81.3	74.4
OCT 84	5806	80.4	74.3

II. AIR DEPARTMENT

JAN FLEET REFRESHER-SOCAL. From 10 to 16 January air wing carrier qualification was conducted with 109 of 114 CVW-11 pilots qualifying. A record of 1502 traps was recorded for six days of refresher operations; 964 day and 538 night arrested landings. In addition, an "open deck" was provided for various West Coast squadrons (VFA-125, VAQ-129, VMFP-3, VAW-110, VS-41, VF-124 AND VRC-30) during the eight days, which added an additional 559 traps (314 day traps, 245 night traps) to the 14 days of flying.

1JAN-15FEB READIEX 84-2/COMNAVAIRPAC CATCC ASSIST VISIT-SOCAL. During 14 days of flight operations a total of 1102 arrested landings (784 day traps, 318 night traps) were achieved. There were 49 Case III recoveries conducted. A requested assist visit by COMNAVAIRPAC highlighted areas of potential concern and where efforts could be further directed to enhance CATCC's operational effectiveness.

23FEB-3MAR FLEET CARRIER QUALIFICATIONS - SOCAL. From 23 February to 3 March a total of 1568 arrested landings (1127 day traps, 441 night traps) were recorded. In addition to CVW-11 qualifying 18 of their pilots (VS-21), deck time was provided for various West Coast air wings and squadrons (VA-122, VFA-125, VRC-30, VAW-110, VF-124, VS-41, VMA-21, VAQ-33, CVWR-30, and CVW-14), to update their carrier qualifications.

14MAR-5APR READIEX 84-3/ORE-SOCAL. During 20 days of flight operations a total of 2171 arrested landings, including 74 Case III recoveries, (1305 day traps, 866 night traps) were completed. The ORE, conducted from 1 to 5 April, examined several major warfare areas with Carrier Controlled Operations being graded during a Z-32-CC exercise. ENTERPRISE CATCC received an excellent rating with an overall score of 94%. In addition, a record score of 95.1% was achieved by the Air Traffic Controllers on their written CV NATOPS examination.

19-30 APR ORSE - SOCAL. During the Operational Readiness Safeguards Examination, prior to deployment, 10 days of FLEXDECK flight operations were also conducted. A total of 1408 arrested landings (953 day traps, 455 night traps) were completed, with a total of 43 Case III recoveries.

MAY JUN INITIAL WESTPAC DEPLOYMENT/RIMPAC-84. Air wing refresher operations within the SOCAL OPAREA were scheduled and coordinated by Air Operations and,

during a three day period, CVW-11 pilots received 374 day and 152 night arrested landings. There were 18 stationary altitude reservations requested from Oakland and Honolulu ARTCC's for air wing utilization. To preclude airspace conflicts and transition problems, military liaison representatives from both Oakland and Honolulu ARTCC's were embarked in Alameda and remained on board until completion of RIMPAC PHASE II.

AUG CARRIER QUALIFICATIONS-SOUTH CHINA SEA. During transit to Hong Kong CVW-11 requalified 114 of their pilots during two days of air wing carrier qualifications. A total of 375 arrested landings (270 day traps, 105 night traps) were completed, with eight Case III recoveries.

25AUG-6NOV FLEX - DECK FLIGHT OPERATIONS - NORTH ARABIAN SEA. Following two weeks of night flight operations, a day/partial night Battle Flex-Deck scenario was implemented. S-3A aircraft were also launched "light," and scheduled to join on K-A6 tankers for the last Case III recovery to take excess fuel remaining overhead (up to their maximum trap weight), and proved to be successful on numerous occasions. Maximum utilization of touch and go landings followed by DELTA switches for the E-2C and S-3A eased the night currency problems generally encountered by these multipiloted aircraft.

ANNUAL STATISTICS

ACLS APPROACHES:

MODE I	MODE IA	MODE II	MODE III	SPN-41	ASR
18	11	2525	1657	3836	123

ARRESTED LANDINGS: 17,569

Significant Arrested Landings:

208,000	12 January	1984	LT	Saighman, VS-21	in an S-3A
209,000	16 January	1984	CDR	Tetrick, VA-94	in an A-7E
210,000	2 February	1984	LT	Kupcha, VAW-117	in an E-2C
211,000	24 February	1984	CDR	Lankari, VFA-125	in an F-18
212,000	28 February	1984	LCDR	Ellis, VAW-110	in an E-2C
213,000	16 March	1984	CDR	Magee, VAW-117	in an E-2C
214,000	28 March	1984	LCDR	Akins, VA-94	in an A-7E
215,000	21 April	1984	CDR	Carrol, Commander CVW-11	in an F-14A
216,000	31 May	1984	LTJG	Rullman, VA-94	in an A-7E
217,000	10 June	1984	CDR	McMahon, VA-95	in an A-6
218,000	3 July	1984	LT	Sangre, VA-95	in an A-6
219,000	2 August	1984	LT	Tinsley, VF-213	in an F-14A

220,000	25 August	1984	CDR	Brown, VF-114	in an F-14A
221,000	11 September	1984	LT	Berg, VAW-117	in an F-14A
222,000	28 September	1984	LCDR	Moore, VF-213	in an F-14A
223,000	14 October	1984	LCDR	Akins, VA-94	in an A-7E
224,000	30 October	1984	LT	Semikoski, VS-21	in an S-3A
225,000	29 November	1984	LT	Nawrocki, VF-114	in an F-14A

ATO STATISTICS:

PAX: 7540

MAIL: 1,269,447

CARGO: 339,160

III. COMMUNICATIONS DEPARTMENT

JAN HF termination with NAVCOMMSTA Stockton.

FEB Communications Department supported the OTC for READIEX while maintaining HF termination with NCS Stockton.

MAR Supported COMCARGRU THREE and COMDESRON SEVEN during READIEX 84-2.

APR Communications Department completed ORE with a grade of satisfactory.

MAY POM - completed all antenna maintenance in preparation for deployment.

JUN Deployed to the Western Pacific. Assumed communications guard for COMCARGRU THREE, COMDESRON SEVEN, COMCARAIRWING ELEVEN and all squadrons. Participated in RIMPAC 84 with COMSUBGRU THREE embarked. Went into a SMALLPIPE condition during BGAREM.

JUL Received Communications Assistant Team visit from NAVCAMS WESTPAC Guam. While in port Subic Bay, received a pre-Indian Ocean assist from the CAT team at Subic.

AUG While underway for the Indian Ocean, established HF termination with NAVCOMMSTA Harold E. Holt, Australia. Received a turnover with the USS AMERICA and established termination with NAVCOMMSTA Diego Garcia.

SEP Indian Ocean steaming. Traffic totals were 10,196 messages sent and 37,956 received for the month.

OCT ENTERPRISE Communications Department set records in High Frequency termination with NAVCOMMSTA Diego Garcia. A total of 228 messages were sent in one 24 hour period. The best previous mark was 119, which ENTERPRISE set earlier in the deployment. A total of 8,603 were passed via the HF spectrum during the month.

NOV Departed the Indian Ocean and arrived in Subic Bay to make necessary arrangements for FLEETEX 85. Antenna maintenance and preparation of Battle Group frequency plans accounted for the majority of the in port time.

DEC Shifted communications plans to NAVCAMS EASTPAC Honolulu. In port Pearl Harbor 10-13 December. Commenced priority and routine message traffic via HF. Operation TIGER Cruise saw many tours through the message center and radio central. On 20 December, shifted communications guard to NTCC Alameda to allow for scheduled equipment installation and post-deployment standdown.

IV. DECK DEPARTMENT

JAN-FEB READIEX 84-2: Deck Department conducted five underway replenishments, moving 117 cargo loads, receiving 1,310,000 gallons of JP-5, and transferring a total of 121,556 gallons of DFM/JP-5 to the USS LEFTWICH and USS WADDELL. Total alongside time during READIEX 84-2 was 10 hours 21 minutes. During a gyro casualty while alongside the USS SACRAMENTO, ENTERPRISE safely and expeditiously conducted a four station emergency breakaway.

MAR READIEX 84-3: Deck Department conducted four underway replenishments including fuel ordnance, provisions, A/C engines and fleet freight. Received 74 lifts of general cargo, 160 lifts of live ordnance, and 2,712,981 gallons of JP-5 and delivered 890,000 gallons of fuel to the USS SACRAMENTO. An annual 3M inspection was conducted with an overall departmental grade of 96.2 percent.

APR Completed the 1984 predeployment training cycle by earning an outstanding overall grade during the Operational Readiness Evaluation (ORE) exercises and the senior ORE observer commented that "ENTERPRISE had the best CV Deck Department in the Pacific Fleet."

MAY Conducted Boat Coxswain training.

During the deployment, Deck Department conducted 37 alongside replenishments, receiving 24,140,124 gallons of JP-5 fuel from fleet oilers and delivering 1,419,977 gallons of JP-5 fuel to escorts. Cargo transfer was frequently conducted with ENTERPRISE receiving 1,666 lifts and delivering 474 lifts. There 80 heavy lift aircraft engines transferred. No personnel transfers were conducted; however, manila highline ship to ship transfer drills were successfully completed twice.

V. DENTAL DEPARTMENT

The ENTERPRISE Dental Department provided the full spectrum of dental care to ship's company and embarked air wing and staff personnel. This superior and personalized professional service continued throughout the deployment to the Western Pacific and Indian Oceans, including emergency care to other Battle Group FOXTROT units in company. Dental Department personnel also played key roles in organization and management of battle dressing stations and support in mass casualty drills. Specific major accomplishments include:

- Increased prosthetic service by 35% over previous deployment.
- Aggressive preventive dentistry program bringing increases in Dental readiness of ship's company to 75% by end of cruise.
- Provided dental care to active duty personnel and dependents from USDLO Hong Kong during the port visit.

VI. ENGINEERING DEPARTMENT

Auxiliary Division

JAN-FEB All work centers worked on clearing INSURV Inspection deficiencies. Catapult shop supported CVW-11 as carrier qualification proceeded nonstop. Number 7 HPAC was overhauled by the air group.

MAR-APR Successfully completed an Operational Readiness Evaluation (ORE). Additionally, an Operational Reactor Safeguards Examination (ORSE) was completed with the catapult and diesel shops receiving only a very few minor discrepancies. Continued to support carrier qualifications during at sea period.

MAY Pre-Overseas Movements (POM) period completed. Number 1, 3, and A/C units overhauled by SUPSHIP SF contractor personnel with ship's force assistance on parts and labor. Number 4 Elliott was overhauled by the air group and desiccant was changed in the forward and aft O2N2 plants. Machine shop supported underway preparations by performing many minor repairs to Engineering Department's components and specifically to #4 propulsion plant's main feed pumps. Hydraulics shop personnel supervised the overhaul of aircraft elevator stanchions by SUPSHIP SF contractor personnel.

JUN-DEC During the deployment, Catapult Steam Shop provided superb support for CVW-11 and the Air Department during which 11,500 launches were performed without incident. Catapult down time for maintenance was minimal and never impacted upon aircraft operations. Air-conditioning and Refrigeration Shop performed deployed repairs of number 1, 2, and 5 175 ton AC units. Number 11 A/C was repaired by SRF Subic. The habitability ventilation work center formed a tiger team which cleaned over 65 fan rooms and 600 filters for DC PMS. During the annual diesel inspection in July the diesel work center received zero discrepancies. The Admiral's barge and two utility boats were overhauled. The Machine Shop completed over 1400 jobs in support of ENTERPRISE, CVW-11 and Battle Group FOXTROT. The Machine Shop helped maintain Reactor and Engineering Departments in maintaining optimum operating capability by overhauling or manufacturing parts for over 100 pumps, numerous valves, and scores of various other components, including nuclear grade components utilized in reactor systems. Cryogenics work center produced over 23,000 gallons of liquid oxygen and nitrogen in support of air operations. The Air Shops overhauled #1, #3 and #4 HPAC's. The Hydraulics Work Center repaired a variety of minor defects on aircraft elevators, stores conveyors and RAS winches caused by normal wear and tear.

DC/R Division

Continued improvements in the Maintenance Control Center concept and further strengthened the material condition of the ship. The CNO objective to accomplish more of Current Ship's Maintenance Project (CSMP) deferred work became a reality. The Maintenance Control Center began programming deferred work into the ship's trouble call system.

The quality assurance program underwent a major upgrading and a plan began to bring ENTERPRISE's self repair capability to par with that of an IMA. The upgrade started with establishing X-ray radiography to qualify high pressure welders. The capability to weld replacement chromium molybdenum steam plant valves using the tungsten inert gas welding process was established.

Implementation of the COMNAVSURFPAC Quality Assurance Manual began. New emphasis was placed on repair party and emergency party training. Acquisition of needed training publications began, as did preparation of lesson plans for each repair and unit locker.

Serious INSURV deficiencies in the ship's sewage systems were corrected, and the CHT system was returned to a fully operable condition. The ship acquired and began using hydroblasting equipment. Many repairs were completed on firemain and main drain valves during both industrial and ship's force availabilities.

FEB Successfully completed the Fire Fighting Assistance Team visit.

APR Completed ORE.

MAY Successfully completed POM. 31 May 84 had Marine Detachment fire which resulted from improper control of hot work. Much tighter controls were subsequently implemented for hot work safety. In the area of fire prevention, several new ideas from fire awareness seminars were implemented like stenciling bulkheads adjacent to spaces with combustibles.

JUN Disestablished the Damage Control Department and placed the damage control organization back under the Chief Engineer with a nuclear trained Damage Control Assistant.

JUL Completed very successful availability at SRF Subic Bay. Over 100 jobs were completed in 10 days. Completed sewage CHT system preoverhaul test and inspection.

AUG Completed the Work Definition Conference for SRA 85.

NOV Completed six day availability with SRF Subic Bay.

DEC Completed a graded nuclear detonation exercise.

Electrical Division

JAN Ship's force modified #4 Ship's Service Turbine Generator to act as a coolant turbine generator for the 4A reactor coolant pumps when the 4A CTG was down for repairs. Rewound and rebuilt #2 main engine jacking gear motor.

FEB Upgraded the degaussing F-coil feedback circuitry enabling automatic F-coil operation. Passed the Mine Warfare Readiness Inspections with no degaussing discrepancies. Cut slip rings on 2B CTG helping return it to full service.

MAR Successfully completed an Operational Readiness Examination. Fully rewired and installed electrical equipment and telephone in a transmitter room to convert it for use as the ship's MARS station.

APR Completely rewired the Ship's Signal Exploitation Station to accommodate new equipment. Refurbished all propulsion plant lighting in preparation for the Operational Reactor Safeguards Examination. Received a grade of above average on the ORSE.

MAY In conjunction with Mare Island Naval Shipyard, replaced B-phase cable run from #2 ship's service turbine generator to the 25 bus after it was damaged by an electrical fire. During the ship's pre-overseas movement period, completed extensive upgrade to all flight deck aircraft starting stations and to the island elevator.

JUN Underway on deployment. Completely rewired and relamped a berthing and office space that was destroyed by fire. Rebuilt three evaporator motors and controllers. Cut #4 special frequency motor generator slip rings which had worn unevenly.

JUL Coordinated with A-Division and refurbished all air-conditioning and chill-water units on board. Repaired speed and voltage regulators on #1 and #4 special frequency motor generators.

AUG Completed extensive repairs to all E-call systems which had not been fully operational since before the ship's last Selected Restricted Availability.

SEP Effected emergency repairs to all arresting gear circuitry and rewired arresting gear remote panel in primary flight control when circuitry failed with 14 aircraft airborne. Repaired all high pressure air compressor temperature monitors.

OCT Rebuilt two large ventilation fan motors in #1 auxiliary machinery room. Rewound 12 motors for other ships in the Battle Group while in the Indian Ocean.

NOV Upgraded security, organization and operation of the ship's Technical Publications Library. Completed preparations for the Operational Reactor Safeguards Examination. Relamped all the propulsion plants.

DEC Passed ORSE with a grade of above average. Finished repairs to the 22-MC system which had not been fully operational since before the last Selected Restricted Availability. Refurbished all in-plant twin-agent system AFFF motors, replacing the motor bearings with the sealed type and modifying the slinger rings. Returned from deployment. While deployed, rewound over 200 motors, installed over 300 telephones, and removed over six miles of hazardous dead-ended cabling.

Machinery Division

JAN Number 4 SSTG CASREPED due to failure of governor to control machine. Repairs were completed. Number 2 main engine jacking gear CASREPED due to a failed clutch lever pin resulting in partial engagement of jacking gear while testing main engine. Jacking gear motor was rewound.

FEB 4A MFP developed a wiped bearing and was CASREPED. Noted the continued deterioration of main condenser air boxes and requested an interim solution be developed prior to deployment. Noted a three inch crack in number 2 main condensor air box and subsequent low vacuum problems.

MAR Number 3 AMCW pump CASREPED due to failed coupling. Pump was repaired by ship's force when parts were received. Contractor determined 4A MFP required shaft replacement. Number 3 main condensor air box developed a crack similiar to the one in number 2 main condensor air box.

APR Achieved an above average grade on the Operational Reactor Safeguards Exam. SSSF continued work to replace 4A MFP turbine rotor bearings, and nozzle plate. During hot testing of 4A MFP the turbine end H. P. sleeve bearing was wiped.

MAY Ship underwent a POM period. SSSF completed repairs of 4A MFP. Contractors performed repairs on all main condensor air boxes by welding in new segments of the air box to cover the air box weak areas. M Division performed shutdown maintenance in preparation for deployment.

JUN Began a seven month Western Pacific/Indian Ocean deployment.

AUG Ship's force completed numerous pump overhauls while underway. Changed out the resin in all four reserve feed demineralizers. Faced eight inch and 10 inch flanges on two SSTG's and a main engine guard valve respectively to repair steam leaks.

SEP Utilized anchorage time to perform steam out repairs. Ruptured tube in number 7 SSTG was plugged. 3A MFP CASREP due to a stuck throttle and ship's force commenced repairs.

OCT- Ship's force continued to overhaul pumps as required.
NOV The sea water side of all heat exchangers were cleaned to remove the prolific marine crustacean growth. Number main engine developed excessive nozzle block leakage and was repaired by ship's force during an in port period at Subic Bay. 3A MFP had a lifting beam cap screw lodge between poppet number 5 and the nozzle seat. Ship's force removed cap screw and completed repairs.

DEC Completed a seven month deployment and achieved an above average grade on the Operational Reactor Safeguards Examination.

VII. EXECUTIVE

ENTERPRISE Manpower

ENTERPRISE manpower authorization as of 31 December 1984 and actual on board count were as follows:

	OFFICERS	ENLISTED
Allowances	168	2996
On board	169	2968

ENTERPRISE Brig

The Brig Staff is manned in the following manner: Four individuals are permanently assigned; one MAC with NEC 9548 (Corrections Specialist) who functions as the Brig Supervisor; one PNI with NEC 9516 (Corrections Counselor) who functions as the Brig Counselor and Administrative Supervisor; one MA1 with NEC 9548 (Corrections Specialist) who functions as the Senior Section Leader; and, one YN3 who functions as the Brig Yeoman. In addition, there are 17 personnel assigned TAD (11 ship's company and six air wing). The assigned air wing and ship's company personnel received two weeks of extensive classroom training on board ENTERPRISE, with on the job training conducted at U. S. Naval Station, Treasure Island Brig. The guard staff also received training on a continuing daily basis. Prisoners received individual and group counseling aimed at identifying those individuals with potential for continued productive service, and readying those being discharged for return to the civilian community.

Legal

The Legal Office made significant improvements in military justice and legal assistance for the crew. Expanded legal assistance was made possible by the addition of a TAD attorney from Naval Legal Service Office, Treasure Island. The additional attorney, assigned primarily to the Flag Staff during the deployment, was also instrumental to ENTERPRISE in processing cases within the guidelines of CNO/COMNAVAIRPAC by having the review authority on board. Some of the specific accomplishments and statistics include:

a. Over 1,700 report chits were processed. Of this number, over 560 resulted in nonjudicial punishment. A total of 10 NJP appeals were processed with the GCM authority upholding 100% of all cases.

b. In excess of 126 Summary Courts-Martial were completed. The pool of Summary Court-Martial Officers was constantly reviewed and updated, thereby ensuring an adequate number of well qualified, trained officers.

c. There were 43 Special Courts-Martial processed by ENTERPRISE; 24 of these resulted in the accused receiving a Bad Conduct Discharge. With the changes in the Manual for Courts-Martial on 1 August 1984, BCD cases do not require GCM authority action when the command has a Judge Advocate attached. Consequently, the workload of the Military Justice section increased. Notwithstanding, ENTERPRISE continued to meet CNO's established guidelines for court-martial processing. There were 9 OTH discharges in lieu of court-martial approved. Three Article 32, UCMJ, pretrial investigations were conducted and all referred to General Court-Martial. Two Mobile JAG teams from Naval Legal Service Office, Subic Bay were on board in the Indian Ocean and completed two Article 32, UCMJ, pretrial investigations and 14 Special Court-Martial.

d. There were 30 JAG Manual Investigations completed during the year. In the area of personnel claims, due to a serious fire on 31 May 1984, the Legal Office processed 96 claims for USN personnel and 61 claims for USMC personnel, totaling in excess of \$141,000.00. All claims were adjudicated within 48 hours after receipt by the Naval Legal Service Office, Pearl Harbor. An additional 100 claims were processed regarding locker break-ins, paint overspray, and damage from flooding, oil leaks, etc.

e. There were 640 and forty legal assistance cases completed. A program to provide a will for personnel was implemented during the deployment with over 90 wills being completed.

Public Affairs Office

a. ENTERPRISE published a daily newspaper, the "SHUTTLE," during at sea periods, along with numerous extras, inserts and special editions. The SHUTTLE contains AP/UPI wire service news and sports, shipboard news, a classified advertisement section on Mondays, Wednesdays, and Fridays, comic strips, a crossword puzzle and a daily TV guide.

The ship's magazine, the Big "E", formerly a quarterly publication, began appearing monthly in March 1984. Containing a minimum of 24 pages, it features interviews, photographs and articles pertaining to shipboard life and is sent to family members and dependents as a familygram.

b. PAO sent out monthly press releases concerning special events and programs on board ENTERPRISE.

c. Every crewman reporting aboard was given the opportunity to fill out a Fleet Home Town News Release form. PAO sent more than 1,700 forms to FHTNC, resulting in thousands of press releases in newspapers across the United States. ENTERPRISE is the leading West Coast aircraft carrier in number of forms accepted by FHTNC.

d. Tours were conducted every Saturday, Sunday and holiday while in port Alameda. On deployment, nearly 1,500 visitors

toured the ship during port calls in Hawaii and Hong Kong.

e. ENTERPRISE hosted 54 press representatives during 1984. RIMPAC 84 and FLEETEX 85 accounted for 50 press representatives. A four man film crew from Staff Tokyo LTD came aboard to film carrier operations during ENTERPRISE's transit from Subic Bay to Hong Kong in August.

ENTERPRISE TV

ENTERPRISE television gained two channel capability in March 1984 with the installation of the Super SITE (Shipboard Information, Training and Entertainment). Crewmen were trained on the new equipment during the remainder of 1984 workups and commenced two channel, 24 hour programming, during deployment. In August, a third channel was introduced, carrying news, POD notes and other information. Video coverage was provided for numerous shipboard events, including the DOD/USO tour show "Good Company," two squadron change of command ceremonies and crossing-the-line ceremonies. The station produced and directed live TV Bingo games throughout the cruise, coordinating with Special Services. They also produced numerous entertainment ship/Air Wing videos featuring crewmen at work and play. They taped, edited and scripted 10 squadron video familygrams.

ENTERPRISE Radio reformatted its three stations during 1984 to offer a variety of music to the crew. The radio audience can choose between contemporary and progressive music on KRUZ, country and western on KCVN and jazz and soul on WPAC.

Chaplain

a. A complete program of Chaplain's and religious services was provided for the crew. For the first part of the year the Ship had a Jewish Chaplain, so regular Jewish Sabbath and other services were routinely provided. After the Rabbi's relief, lay readers were utilized, as well as an occasional visit from a Jewish Chaplain. Catholic and Protestant divine services were conducted both Sundays and weekdays. Three Sunday masses were offered (one of these on Saturday afternoon) and two Protestant Services were held each Sunday at sea. Both Catholic Mass and Protestant Devotional Services were held daily. Also offered to the crew by the Chaplains were the sacraments and ordinances of the Churches, as well as religious instructions, premarital instructions, Bible studies (at least four times weekly), pastoral and personal counseling, and the celebration of major religious Holy days. The Chaplains maintained availability to the crew by a ministry of presence throughout the ship, the presence of a duty Chaplain when in port, and by daily visits to sick bay and brig.

b. Smaller Faith Groups. The Command Religious Program encompassed and supported smaller faith groups aboard. These were Jewish, Latter Day Saints, Emmanuel Apostolic Church, and the Church of Christ. These were supported with appointment and training of their lay leaders, with the provision of religious

literature and supplies, and scheduling Sabbath services, Holy day observances, and at least one other meeting/Bible study/service weekly in the Ship's Chapel. Notable among the Holy day observances was the Jewish Celebration of Rosh Hashanah and Yom Kippur, as well as Hanukkah.

c. Memorial Services. Provided by the Chaplains on the occasions of the loss of a shipmate. Five memorial services were conducted at sea.

d. Burials at Sea. In 1984 the Chaplains conducted burials at sea of the remains of nine deceased retired naval personnel. In each instance the ship observed the traditional ceremony, rendering full naval honors to the deceased.

e. Battle Group Support. Chaplain/Divine Services were delivered via "holy helo" to ship's in company. There were 38 helo lifts made. This was especially helpful to Catholic personnel, as ENTERPRISE had the only Catholic chaplain in the Battle Group. Two one day Lay Reader/Lay Eucharistic Minister schools were offered to the Battle Group while in port in Subic and logistic support was given to ships of the Battle Group where needed, in the form of religious equipment, supplies, and literature.

f. Library/Crew's Lounge. The Chaplains operated and maintained the ship's 5,000 volume reading and reference library, with its adjoining reading and writing lounge. The library was equipped with subscriptions to 50 magazines, and for the crew to tape "cassette letters" home. During the cruise, several thousand free paperbacks were circulated. A library of religious tapes was also maintained. The library operated 16 hours daily. During most of the forward deployment, it operated 24 hours daily.

g. American Red Cross. The Chaplain's served as AMCROSS liaison officers, receiving, delivering, and answering AMCROSS messages containing emergency information. This was the most frequent occasion for a ministry of pastoral counseling, advice, and consolation. Messages were also initiated by the Chaplains, seeking health and welfare reports concerning crew members families at home. In 1984 approximately 2,000 messages were handled.

h. Navy Relief. The Chaplain served as Navy Relief Officer. Assisted by 12 senior petty officers, who had been school trained as interviewers, the chaplains operated a shipboard Navy Relief Office which was available to the crew at all times. In 1984, 138 men were assisted with loans and grants totalling approximately \$64,000. The vast majority of these were for transportation on the occasion of emergency leave.

i. Chapel Fund. The senior Chaplain served as custodian of the fund, which is comprised of Catholic, Protestant, and Church of Christ accounts. During 1984 approximately \$8,500.00 was contributed during divine services aboard ship. Almost all of

this was used to make contributions to charitable and religious causes according to the wishes of the faith groups. About half of these contributions went to the Philippines, and half to the United States.

j. Statistics. In calendar year 1984, 10,715 men attended 752 divine services conducted by Chaplains. There were 942 men who attended 150 Bible studies and religious education classes conducted by Chaplains, and 186 individual religious instructions were given by Chaplains. There were a total of 346 lay led services and Bible studies, with 3,421 participants. There were 1,275 men that recieved personal and pastoral counselling from the Chaplains.

k. Port Visits. In Hong Kong, 20 men made a religious retreat under the leadership of one of the Chaplains. This is of note because these retreats (at an excellent rural and beach front locale) are arranged by the Chaplain of the Navy Contracting Department in Hong Kong, and can be booked by message ahead of time.

l. Officer Personnel. The Command's Religious Program was manned by three Chaplains, the senior in the grade of CDR, the juniors in the grade of CDR and LT for the first quarter, and subsequently, LCDR and LT. The denominational spread was Catholic, Jewish, and Protestant for the first quarter, and subsequently, one Catholic and two Protestants.

m. Enlisted Personnel. The Command's Religious Program's enlisted support was totally accomplished by RP's. The year began with six men. With three losses and two accessions, the shop consisted of five men for most of the year. The Leading Petty Officer was an RPl throughout.

n. Spaces. The Command's Religious Program was conducted utilizing the Chaplain's Offices, the Ship's Chapel, the library and the Crew's Lounge, with the forecandle being used for larger divine services.

o. Logistics. Due to outstanding Command OPTAR support and proper prior planning and acquisition, the Chaplain's program was fully supplied and equipped throughout the year (including the deployment). All needed ecclesiastical supplies, accoutrements, and consumables were available in appropriate quantity and quality, as well as an excellent stock and variety of religious literature. Of note, also, the fine audio visual kit, used in religious education efforts, and the acquisition for the cruise of the "New Media Bible," a multimedia, multivolume biblical presentation.

p. Events of Interest:

10 January. Burial at Sea of remains of CAPT Lauren J. Smith, USN, (Ret), and CDR John Keye, USN (Ret).

4 July. Burial at sea of remains of CAPT Russell Fletcher, USNR (Ret), and CDR John Otto Buerger, USN (Ret).

7. ENTERPRISE hosted the following distinguished visitors during 1984

Distinguished Visitors for January 1984

- 12-13 Mr. Patrick Tucker, Professional Staff Member, Senate Armed Services Committee.
LCDR John Huston, USN, OLA Escort for Mr. Tucker.
- 18-19 Honorable Chapman B. Cox, Assistant Secretary of the Navy for Manpower and Readiness.
- 19-20 Mr. William Humble, Oakland Navy League
Mr. John Giblin, Oakland Navy League
Mr. Albert Haskell, Oakland Navy League
Mr. Donald Clair, Oakland Navy League
- 26-29 Hoover High School and Junior ROTC Units

Distinguished Visitors for February 1984

- 10-13 Mr. Leroy Erickson, SECNAV Guest
Mr. Gene Emery, SECNAV Guest
Mr. Abbott Sparks, SECNAV Guest
Mr. E. E. Thayer, SECNAV Guest
Mr. James Boyd, SECNAV Guest
Mr. Dave Ritchie, SECNAV Guest
- 25-26 Mr. John Watkins
Mr. Roger Gilson
Mr. Frank "Bing" Simpson
Mr. Henry Van Johns
Mr. Bill Bedford
Mr. Jeff Arnett
Mr. Harry W. Colmery, Jr.
- 26-27 Mr. William D. Bolton
Mr. Donald H. Scott
Dr. John G. Sundby, DDS
Mr. Edward G. Heath
Mr. Charles W. Stephens
Mr. William G. King III
Dr. James S. Bleecker
- 27-28 COMO Robert H. Shumaker, USN, President, NPGS
Dr. David Schrady, Provost, NPGS
- 28-29 CDR Jim Offutt, O-in-C ONR DET, Pasadena, CA.
Mr. John R. Lund
Mr. Berkely W. Johnston
Mr. Kenneth J. Campbell
Mr. Robert N. Hanson
Mr. Judd O. Roberts

Distinguished Visitors for March 1984

16-17 Mr. Norman Newhouse
 Mr. Tom Childers
 Mr. George Bell, II
 Mr. Harry Mercer
 Mr. Don Euhus
 Mr. James M. Reiter

17-18 Mr. Hubert Kaltenbach
 Mr. Joe Kinney
 Mr. Ed Fike

18-19 Mr. Art Neff
 Mr. Robert Otis Mulvin
 Mr. Roger Barkelay
 Mr. Bob Rosenfeld
 Mr. William Applebee
 Mr. Paul Concard
 Mr. Vern H. Winchell
 Mr. Mike Rosenfeld

19-20 Mr. William E. Dunkle
 Mr. Richard Jensen
 Mr. Robert E. Knowles
 Mr. Everett C. Edwards
 Mr. James Robertson
 Mr. Jerome New, Jr.
 RADM John Thomas (Ret)

Distinguished Visitors for April 1984

21-22 COL Melvin Hayashi, USAF, Commandant USAF Test Pilot
 School, Edwards AFB, CA.
 MAJ Gilberto Rigobello, Brazilian AF, TPS Edwards AFB
 LT Robert McLean, USN, TPS Edwards AFB
 CAPT Doug Erlandson, Canadian AF, TPS Edwards AFB
 MAJ John Barnoski, USAF, TPS Edwards AFB
 CAPT Kevin Burns, USAF, TPS Edwards AFB
 CAPT Richard Schroeder, USAF, TPS Edwards AFB

Distinguished Visitors for June 1984

1 VADM Crawford A. Easterling, COMNAVAIRPAC

23 30 media representatives from participating RIMPAC 84
 nations

Distinguished Visitors for July 1984

23-24 VADM J. R. Hogg, COMSEVENTHFLT

Distinguished Visitors for August 1984

1-4 Media team Staff Tokyo Co., LTD
 Masani Tazuka, Director
 Masahuru Furuya, Cameraman
 Masahiro Tanaka, Cameraman

Yoshitomo Aoki, Advisor

- 12 CAPT Joseph A. Dressler, USN, Defense/Naval Liaison Officer, Hong Kong
CAPT Chuck E. Dolejs, USMC, Assistant Liaison Officer
Mr. Richard L. Williams, Acting Consul General, Hong Kong
BGEN A. B. Crowfoot, Deputy Commander British Forces/Chief of Staff, Hong Kong
Ms. Barbara Scharge, Chief, Political Section, U. S. Consulate, Hong Kong
Mr. Paul Mooney, Newsweek International, Editorial Assistant
LTCOL Alastair Kennedy, M. B. E., Head, Joint Service Intelligence Staff, CBF, Hong Kong
MAJ The Honorable Jeremy F. A. Grey, Deputy Head Joint Service Intelligence Staff, CBF, Hong Kong
MAJ Richard Balkwell, Staff Officers JSIS
SQD LDR Gordan Spencer, RAF, Staff, JSIS
LCDR Warwick Ackland, RN, Staff Officer Navy, JSIS
FLT LT Peter Thomas, RAF, Pilot 28th Squadron, SEK Hong Kong, Hong Kong
Mr. Bruce Tully, Regional Security Officer, U. S. Consulate, Hong Kong
Mr. Pat Pritchard, Refugee Ship Unit, Marine Officer, Marine Dept., Hong Kong
Mr. Cliff Thew, General Manager, Chung Wah Ship Building Hong Kong
Superintendent Spencer Fu, Senior Staff Officer Operations, Royal Hong Kong Marine Police
Mr. Jerry Penwarden, General Traffic Manager, Cathay Pacific
Mr. William C. Hutchings, Deputy Airport Manager, Kai Tak Airport, Hong Kong
Mr. Samuel Chain, Air Traffic Control Officer, Kai Tak Airport, Hong Kong
Mrs. Rayne Collins, President, Royal Navy Wives Association
FLT LT W. C. Harris (CERI), Pilot, Royal Hong Kong Auxiliary Air Force
Mr. Marc Williams, student

Distinguished Visitors for September 1984

- 4-8 DOD/USO Show "Good Company"
Gary W. Toyn, Manager/Vocalist/Dancer
Kevin L. Cunningham, Lead Guitarist
Wendy R. Johnson, Vocalist/Dancer
Karen A. Oldroyd, Dancer
Alan K. Palmer, Vocalist/Dancer
Terry L. Vernieum, Drummer/Vocalist
Sherry D. Wood, Keyboards/Vocalist
Blair E. Sutherland, Bass Guitarist
- 4 COL Dewey, USAF, USDAO MUSCAT DATT/AIRA
MAJ Leاون, USMC, USDAO MUSCAT ALUSNA
- 5 RADM Hogg, RN, Flag Officer Flotilla ONE

CTG 321.1

24-25 CAPT A. R. Maness, USN, CTF 72

Distinguished Visitors for October 1984

- 6 RADM J. F. Adams, USN, COMIDEASTFOR and staff:
LCDR Elliot, Flag LT
LCDR McIntyre, Asst Intel
LCDR Moore, Force Comm
LT Knightlinger, Force Cryptologist
YNC Huesmann, Flag Writer
- 19 Alingien, RADM Gilbert Le Meledo and staff:
CAPT Dupont Nivet
CDR Saugrain
- 20-21 Two Royal Navy Lieutenants
- 21 Personnel from HMS Cardiff and HMS Hermione:
HMS Cardiff
LCDR Leighton, Executive Officer
CPO Thackrah, CIC
LT Pearce, Intelligence
LT Long, Weapons
HMS Hermione
LT Bsey, Executive Officer
LT Parry, Lynx Flight Commander
CPO Gordon, CDC
PO Horne, Communications
- 26-29 RADM McCarthy, Task Force 70 and staff

Distinguished Visitors for November 1984

- 14 CAPT. V. Q. Marcello, Deputy Subic Naval Base Commander
and 30 guests
- 17 Wife of Governor Magsaysay (Zambales Province), and four
teenage guests
CAPT Marcello, Deputy Subic Naval Base Commander
CAPT Walden, Executive Officer, NAS Cubi Point
- 25 RADM McCarthy, Task Force 70 and staff
20 Media Representatives covering FLEETEX 85
- 26 VADM Hogg, COMSEVENTHFLT
- 26-30 RADM Oyama, Japanese Navy

VIII. MEDICAL DEPARTMENT

Prior to the 1984 deployment, inventories of all storerooms, battle dressing stations, stretchers and portable medical lockers were made. Additionally, over 4,500 shipboard personnel were trained in self-aid/buddy-aid utilizing lectures, POD notes and hands-on training.

The Medical Department received a grade of excellent for the Mass Conflagration/Mass Casualty exercise; Medical Inpatient record audit grade of 96.2%; ORE grade of 91.29%; ORSE grade in Radiation Health Administration of above average; NTPH Radiation Health Administration and A/I drill grade of outstanding; and a grade of 100% for the COMNAVAIRPAC 3-M inspection.

Additionally, over 700 crewmembers were trained in Cardiopulmonary Resuscitation during the deployment. There were over 20,000 outpatient visits and 60,000 auxiliary services provided to the crewmembers.

Equipment Acquisitions

A new double walled audio booth was received in September and installed in October 1984. A state of the art chemistry analyzer was received in late November and a medium size sterilizer replaced an old tubular sterilizer. Four VSM-1 patient monitors were also received, upgrading the capability of the medical staff to care for patients in the operating room, general ward and the intensive care unit.

Statistical Data

Laboratory Test	41,372
Outpatient Visits	27,013
Inpatient Visits	381
Immunizations	4,978
X-rays	6,076
EKG's	369
Audiograms	2,690
Pharmacy Units	30,142
Physical Examinations	2,580

IX. NAVIGATION DEPARTMENT

	IN PORT DAYS	AT SEA DAYS
1 JAN - 10 JAN IN PORT ALAMEDA	9	
10 JAN - 17 JAN SOCAL OPAREA		8
17 JAN - 18 JAN IN PORT SAN DIEGO	1	
18 JAN - 25 JAN SOCAL OPAREA		8
25 JAN - 31 JAN IN PORT SAN DIEGO	6	
31 JAN - 15 FEB READIEX 84-2		16
15 FEB - 23 FEB IN PORT ALAMEDA	8	
23 FEB - 2 MAR SOCAL OPAREA		8
2 MAR - 14 MAR IN PORT ALAMEDA	12	
14 MAR - 6 APR READIEX 84-3		23
6 APR - 19 APR IN PORT ALAMEDA	13	
19 APR - 30 APR SOCAL OPAREA		11
30 APR - 30 MAY IN PORT ALAMEDA	30	
30 MAY - 15 JUN EN ROUTE TO PEARL HARBOR		15
15 JUN - 19 JUN IN PORT PEARL HARBOR	4	
19 JUN - 29 JUN HAWAIIAN OPAREA		10
29 JUN - 2 JUL IN PORT PEARL HARBOR	3	
2 JUL - 24 JUL EN ROUTE SUBIC BAY		22
24 JUL - 2 AUG IN PORT SUBIC BAY	9	
2 AUG - 6 AUG EN ROUTE HONG KONG		4
6 AUG - 11 AUG IN PORT HONG KONG	5	
11 AUG - 24 AUG EN ROUTE TO ARABIAN SEA		13
24 AUG - 5 NOV NORTH ARABIAN SEA		73
5 NOV - 12 NOV EN ROUTE TO SUBIC BAY		7
12 NOV - 18 NOV IN PORT SUBIC BAY	6	
18 NOV - 10 DEC FLEETEX		22
10 DEC - 13 DEC IN PORT PEARL HARBOR	3	
13 DEC - 20 DEC EN ROUTE ALAMEDA		7
20 DEC - 31 DEC IN PORT ALAMEDA	9	
	118	247
DAYS IN ALAMEDA	81/22.1 PERCENT	
DAYS AWAY FROM ALAMEDA	284/77.9 PERCENT	
AT SEA	67 PERCENT	
IN PORT	33 PERCENT	

X. OPERATIONS

Combat Directions Center

JAN CDC personnel attended numerous team trainers (AAW, ASW) in San Diego for general training and in preparation for READIEX 84-2. With Battle Group FOXTROT, ENTERPRISE conducted in port LINKEX and Multots training in San Diego.

FEB ENTERPRISE and Battle Group FOXTROT participated in READIEX 84-2 from 31 January to 14 February. Events included an opposed sortie from San Diego, and a multi-threat scenario composed of long and short range AAW, ASUW, and ASW at an intense level. Training continued with Independent Steaming (ISE) and Fleet Replacement Squadron Carrier Qualifications (FRS CQ).

MAR Phase I of READIEX 84-3 was spent in ASUW, AAW, EW, and ASW Team training in San Diego with other elements of Battle Group FOXTROT prior to the underway portion of the exercise. Refresher training was conducted for CVW-11 from 14-18 March. The third phase of READIEX 84-3 consisted of Battle Group operations from 19-23 March. The final phase of the exercise was devoted to scenario operations against Orange surface, subsurface, and air units. A HARPOONEX was conducted on 30 March.

APR The Operational Readiness Evaluation (ORE) was conducted from 2-5 April. It involved a multithreat scenario including power projection strikes ashore.

MAY ENTERPRISE conducted upkeep during the month of May until getting underway for deployment on 30 May.

JUN RIMPAC 84, a multinational, two carrier, extended exercise beginning with an opposed transit from the SOCAL operating area to Hawaii was conducted during the month of June. Opposition was composed of US and JMSDF P3's, Air Force B-52's, US and Australian Surface Units, and US and allied submarines, both nuclear and diesel. The exercise culminated in the Hawaiian area with an amphibious operation in the vicinity of Maui. BGAREM 84-4 was primarily an ASW exercise involving both nuclear and diesel submarines as threats. It began with a successful opposed sortie of Battle Group FOXTROT from Pearl Harbor, and continued on the PMRF range at Barking Sands off the island of Kauai. The exercise included a large amount of data collection for analysis by COMTHIRDFLT. ENTERPRISE was never successfully targeted by Orange submarines during the scenario. The exercise scenario also included Orange air and surface threats. COMTHIRDFLT described the exercise as "the best BGAREM to date." Exercise BELL VOLCANO, an amphibious scenario off the island of Maui, followed.

JUL This period included a port call in Pearl Harbor, followed

by transit to WESTPAC. TRANSITEX was comprised of ASW training provided by the Battle Group's SSN (DS) and other intra-Battle Group exercises. A PASSEX was conducted with JMSDF surface units in the vicinity of Guam, followed by an INCHOPEX to SEVENTHFLT with USS KITTY HAWK providing Orange air services. A two and one-half week upkeep period followed in Subic Bay.

- AUG ENTERPRISE conducted air wing refresher operations in the South China Sea prior to a five day port call in Hong Kong. Underway on 11 August for a transit of the Malacca Straits into the Indian Ocean. An INCHOPEX was conducted with USS AMERICA in the North Arabian Sea in the course of an on station turnover, beginning a three month North Arabian Sea patrol period.
- SEP North Arabian Sea operations included PASSEXs with German, French and British surface units. The air threat during the period was composed of Soviet and Iranian long-range aircraft. Intense ASW efforts by Battle Group FOXTROT assets, especially ASW aircraft, highlight this period. ASWEX 84-9U was conducted from 21-24 September.
- OCT ENTERPRISE continued patrol in the North Arabian Sea. Several exercises of short duration were conducted with allied forces, including Link 11 operations with British, French, and German units. The period was highlighted by intense ASW efforts by Battle Group FOXTROT surface units and VP operating out of Diego Garcia.
- NOV ENTERPRISE was released from North Arabian Sea Patrol responsibilities prior to an on station relief by USS INDEPENDENCE. On the outbound transit ENTERPRISE was directed to return in response to a hijacking of an airliner. The crisis was quickly resolved and a day later the ship was again headed for the Straits of Malacca and a Subic Bay upkeep period which occurred from 12-18 November. The ship departed Subic for FLEETEX 85, a three carrier battle force exercise. Orange air opposition was composed of USN, USMC, and USAF units; Orange submarines included JMSDF diesels and US nuclear and diesel units. The entire exercise drew extensive Soviet air surveillance.
- DEC USS ENTERPRISE departed FLEETEX en route Pearl Harbor, still under heavy surveillance by Soviet air units. By this time, the ship had controlled over 2700 air intercepts since the start of deployment. After a three day upkeep in Pearl Harbor, 10-13 December, ENTERPRISE departed Pearl Harbor with over 900 Tigers embarked for its TIGER Cruise en route Alameda, arriving 20 December.

Intelligence Center

- JAN Served as a point of contact for FITCLANT's Soviet Navy awareness program. Over 300 ENTERPRISE personnel

attended as well as personnel from other NAS Alameda commands.

APR Received a grade of excellent during READIEX 84-5.

MAY Received an overall grade of excellent during ORE. MSI completed evaluation of the MIIS for COMNAVAIRPAC. Commenced evaluation of SMQ-10 antenna performance in support of FIST operation.

JUN Installed Basic Elint Tracker (BELT) for evaluation during deployment. CCG-3/CVIC tasked national sensors for intelligence collection during RIMPAC. Fleet Intelligence Support Terminal (FIST) installed during Pearl Harbor in port period. FICPAC Fleet SAO package brought aboard.

JUL Attended special briefings at FISC WPAC, Cubi Point, R.P. and conducted liaison with FISC personnel. Received special information and material for WESTPAC/IO deployment. FISC WPAC SAO package brought aboard. Received Fleet Intelligence graphic tasking. Completed Battle Group FOXTROT Intelligence and Language Specialty Survey (over 300 personnel with special qualifications identified).

AUG ENTERPRISE FIST equipment malfunctions, received FIST from USS AMERICA. Parts from AMERICA FIST were interchanged with ENTERPRISE's FIST and system resumed operations.

SEP FITRON 213 and CVIC establish new record time for hot print processing of TARPS imagery, of two min and 52 seconds. Intelligence Center personnel were sent TAD to augment USS ARKANSAS' surveillance operation of the LENINGRAD's (CHG-103) mine countermeasure operations in the Red Sea/Gulf of Aden.

NOV Completed FIGS and received favorable comments from CTF-70 regarding their quality. Replaced BELT with the Prototype Ocean Surveillance Terminal (POST), for evaluation during FLEETEX 85.

DEC Off-loaded FIST and FLEET SAO package in Hawaii.

XI. SUPPLY DEPARTMENT

JAN - FEB Carrier Air Wing ELEVEN flew 4208 hours during heavily tasking the Stock Control (S-1), Aviation Support (S-6) and Material (S-8) division with over 6,000 demands. Despite this heavy operating mode, off-ship NMCS/PMCS averaged 59 over this period, while MC/FMC was a respectable 84%/68%. Preparations for deployment continued in all divisions, with equipment and space conditions the main concern. Modernization of the ship's retail stores was completed by the Retail Sales/Service Division (S-3) with almost \$100,000 spent on improved security, doubling display area and significantly improving the attractiveness of the spaces for the crew. The Food Service Division (S-2) was busy grooming equipment for deployment, and all major equipment was inspected by contractors. In addition, a new deck was put in the aft galley and most of the mess decks were repainted. The Wardroom Division (S-5) had galley and serving equipment repaired or replaced. COMNAVAIRPAC conducted a Supply Management Inspection 31 January to 4 February.

MAR-MAY As cruise drew closer, the Supply Department was extremely active, ensuring last minute details were accomplished and that all divisions were prepared for an extended at sea period. The goal for Stock Control was to keep the material pipeline full at all times. To accomplish this, one top-off reorder was dropped on NSC Oakland at the end of April. The Aviation Support Division continued its efforts to expeditiously fill rotatable pool deficiencies, with a goal to leave port on May 30 with 100% range and depth. Great improvements in material readiness for both pool and stock assets was evident during READIEX 84-2/ORE, which occurred 14 March - 6 April. Rotatable pool effectiveness increased to 96% while MC/FMC jumped to 87%/78%. Off-ship NMCS/PMCS during READIEX 84-2/ORE dropped to an average of 24. In May, Disbursing (S-4) received over \$10,000,000 in currency from the Federal Reserve Bank in San Francisco. S-2 was busy loading large quantities of provisions, and left for deployment "stocked to the overhead." Additionally, an under utilized forward vegetable preparation room was converted into a Bake Shop during May, ensuring an ample supply of baked goods. During April, ENTERPRISE was announced as the winner of the 1984 CAPT Maury A. Notch Laundry/Dry Cleaning Excellence Award. VADM Easterling, COMNAVAIRPAC, presented this award and the S-3 Aviation Supply Excellence Award for 1983 in a ceremony on board in May. Determined to ensure the exemplary laundry service provided to the crew continued, a mini-overhaul of all laundry and dry cleaning equipment was accomplished in May. S-5

accomplished numerous habitability upgrades during this period, the most significant of which was the removal of 50 two-man berths and installation of 50 three-man berths, increasing the Wardroom berthing to 515 racks. Additional projects included procuring new chairs for Wardroom II and installing new carpet in the Wardroom Lounge. Finally, the Material Division significantly upgraded its paces by adding MSP cabinets and overhead storage bins to many storerooms.

JUN-AUG

RIMPAC 84 tested the aviation support capability with over 4700 hours flown in June. Although July and August were somewhat slower months in terms of flight hours, heavy rains caused demands to remain high and the NMCS/PMCS counts to rise. For the period; however, ENTERPRISE exceeded all COMNAVAIRPAC standards, providing excellent support to both AIMD and Air Wing ELEVEN. Off-ship NMCS/PMCS averaged 55 for this period while the on ship NMCS/PMCS count was 27. A low average of 229 AWP components was maintained, while Rotatable Pool achieved an issue effectiveness rate of 97%. In early June, S-8 started a major rewarehousing effort for A-Complex, a group of seven aviation storerooms; and Main II complex, which consists of four HM&E COSAL material storerooms. A port visit to Subic Bay 20 July - 1 August gave every division a chance to top off and be ready for the upcoming Indian Ocean period. In addition, plans were made by the service divisions to ensure crew morale was kept high during the extended period at sea. Steel Beach picnics, Beer Day, foreign merchandise sales and special meal events were all planned to ensure later success. A special eight day payday was held by S-4 on 8 August, providing the crew with spending money while in port Hong Kong. Late in August, Control Division split into two divisions, Stock Control (S-1) and Surface Support (S-9). S-9 took over the customer services part of Control Division handling technical support, CASREP/hot list expediting, Never Out management, RPPO training, and typewriter repair. Stock Control maintained responsibilities for financial management, inventory management and Q COSAL.

SEP-NOV

Excellent logistics pipelines and the already established AVCAL enabled the material readiness for CVW-11 to remain high throughout Indian Ocean operations. Rotatable Pool continued its impressive issue-to-demand ratio, maintaining a 97% effectiveness. The AWP component average was below 300. An average of 85 off-ship NMCS/PMCS was sustained during this period, as CVW-11 flew almost 12,000 flight hours. Many special events occurred during the I.O. period in an attempt to break up the monotony of a long at sea period and to bolster the crew's morale.

A cook out/beer day was celebrated on September 27, heavily tasking S-2, S-2M and S-5. Other special events held by S-2 were birthday meals every Friday night, a steak/lobster dinner night every week, "Der Weinersnitzel" every Tuesday night and cookie and ice cream social every Thursday. Holiday meals, with the trimmings, were served by both S-2 and S-5 on Thanksgiving Day. S-5 also served many outstanding gourmet meals for squadron and departmental special occasions. S-3 had a multitude of foreign merchandise sales.

DEC

TIGER Cruise 84 was handled in outstanding fashion as almost 900 Tigers were fed, housed and provided for in many other ways during the ship's transit from Hawaii to Alameda 13-20 December. S-2 served almost 2,000,000 meals during the cruise, S-3 had over \$2,500,000 in sales and processed over two million pounds of laundry. S-7 processed over 100,000 records per month. S-9's expediting efforts had maintained CASREP requisitions outstanding to an impressively low 23.

XII. TRAINING DEPARTMENT

During 1984, the Training Department expanded both in size and services to the crew. Indoctrination Division continued to be the vital link between all newly reporting personnel and shipboard familiarization. Over 600 crew members of all paygrades received indoctrination in such areas as security, educational services, drug and alcohol abuse, career counseling, and recreational facilities. The Petty Officer Academy provided valuable leadership training to over 500 newly promoted third class petty officers and senior petty officers requiring additional training. During the 1984 deployment, 338 of these crewmen completed the academy.

Both on and off-ship training and educational programs continued to be the top priorities of the Training Department. In preparation of the scheduled 1985 turnaround period, the schools section obtained over 4,000 quotas for schools and training including fire-fighting, class "A" and "C" schools, damage control, OJT, and various job related training courses. The Educational Services Office continued to provide a myriad of education related services. In addition to supplying all rate training manuals, 154 ACT, CLEP, GED and SAT examinations were administered. The on board PACE Program enrolled 623 crew members. There were 66 personnel who improved their math and English skills through the on board Functional Skills Program.

In June of this year, the Advancements Section of the Personnel Office was realigned under the Training Department. During the March and September exam periods, advancements administered over 2,250 Navy-wide exams. In addition, over 1,050 E-4 and E-5 Military Leadership Exams were administered to ENTERPRISE crewmen. During the year, the Command Career Counselor's Office devoted long hours to ensuring all retention related information was disseminated to the crew. Overall command reenlistments stood at 43.6% with 296 of 678 eligible personnel reenlisting. Special programs such as TAR conversion, split tours, SEAL, EOD, swaps, etc., saw 64 of 126 requests approved for a 51% success rate.

Special Services Division coordinated several ship's parties prior to and during deployment. During in port visits, free bus service was provided which resulted in substantial savings to ENTERPRISE crewmen. At sea services included a completely refurbished weight room, athletic events, Beer Day, and televised Bingo games which returned over \$100,000.00 in prize money to the crew.

Noteworthy events included the following:

MAR Special Services Division was transferred to the Training Department and expanded considerably in size, budget, and crew utilization. A number of programs were initiated which provided recreational opportunities and entertainment for the crew.

APR The Training Department coordinated and monitored the training of 44 officers and enlisted personnel from Naval Reserve Unit (CVN-65) Det 0181, Columbus, Ohio and Det 0287 from Alameda, California. During their two week Active Duty for Training (ACDUTRA) period, these reservists received training in Damage Control, 3-M, and in-rate skills.

MAY May saw the beginning of the Midshipmen Summer Training Program. Lasting until September, the Training Department coordinated the indoctrination and training of over 70 first and third class midshipmen. During this period, the midshipmen were integrated into the ship's company and exposed to all facets of life at sea including watch standing and day-to-day departmental routine.

AUG The Command Career Counselor's Office was absorbed into the Training Department and a number of new retention programs were initiated. These programs included a Career Counselor's TV program, suggestion boxes, retention interview sheets, and retention training classes for officers, chiefs and leading petty officers.

NOV Working with NAS Cubi Point, the Special Services Division assisted in the scheduling and coordination of a two day ship's party that was completely catered by the base. Food, entertainment, sports, and beverages were all included in this ENTERPRISE/NAS Cubi Point first.

XIII. WEAPONS DEPARTMENT

G-1 Division

JAN Weapons Assist Visit for evaluation and training of personnel in stowage and handling of weapons by COMNAVAIRPAC personnel. Underway Replenishment with USS ROANOKE.

FEB 3-M Inspection by COMNAVAIRPAC. Combat Systems Readiness Test (CSRT) of equipment and systems for safety. Underway replenishment with USS SACRAMENTO, USNS KAWISHIWI, and USS PYRO.

MAR Underway replenishment with USNS KAWISHIWI and USS HALEAKALA.

NOV Underway replenishment with USS NIAGARA FALLS and USS SACRAMENTO.

G-2 Division

JAN Pre-Mine Readiness Certification Inspection (PRE-MRCI) for overall evaluation of mine assembly, stowage, handling and transport procedures.

FEB Weapons Training Exercise (WEAPTRAEX) conducted.

G-3 Division

MAR Mine Warfare Readiness Certification Inspection passed with a grade of "OUTSTANDING."

APR Ordnance Readiness Inspection of bomb/mine assembly operations in which a grade of "OUTSTANDING" was received.

MAY Weight tested weapons handling equipment.

SEP BEACON FLASH Exercise involving MK82 bombs and LUU-2B/B para flares conducted.

NOV Mine Exercise BRAVO conducted using MK 106 practice bombs.

W-Division

FEB Completed Special Weapons Readiness Exercise (NOREX).

APR In support of the Quality Assurance Service Test (QUAST) program, two configured weapons were satisfactorily launched and dropped.

CARRIER AIR WING ELEVEN

JAN Carrier Air Wing ELEVEN (CVW-11) deployed aboard ENTERPRISE for a 12 day period as part of the turnaround training cycle which included carrier qualifications. Also participated in a Readiness Exercise which included a mine warfare exercise (MINEX ALPHA). The primary mission objective being to increase mine warfare readiness for ENTERPRISE and CVW-11.

FEB CVW-11 deployed aboard ENTERPRISE for a two week Weapons Training Exercise. Goals for this period were to increase landing proficiency, obtain blue water capabilities, conduct integrate Battle Group operations, demonstrate weapons loading and delivery proficiency, conduct a practice Mine Readiness Certification Inspection (MRCI) and a Electronic Warfare Technical Proficiency Inspection (EWTPI). Also, participated in a SINKEX with the main objective to exercise air wing War-At-Sea (WAS) tactics and provide realistic training by employing a variety of floating targets.

MAR- CVW-11 deployed on board ENTERPRISE for READIEX 84-2.
APR Participated in: a scored EWTPI, a Nuclear Operational Readiness Exercise (NOREX), and an Operational Readiness Evaluation (ORE).

MAY On 18 May, CAPT R. P. HICKEY was relieved as CAG by CDR D. L. CARROLL. CVW-11 deployed on board ENTERPRISE for an extended seven month deployment.

JUN Participated in RIMPAC 84/BGAREM 84-4, a joint service exercise involving over 90 ships and two Carrier Battle Groups which provided multiple scenarios and exercised all warfare areas throughout the 23 day transit from CONUS to the Hawaiian OPAREA. Highlights included: war-at-sea and power projection strikes, extensive ASW training, and close air support missions in an amphibious operating area. BGAREM 84-4, appended to RIMPAC 84, tested Battle Group FOXTROT's ASW capabilities against both nuclear and diesel submarine threats in opposed sorties from port, choke point, transit and amphibious assault scenarios. Participated in BELL VOLCANO 84.

JUL INCHOP SEVENTH FLEET. Participated in INCHOPEX with USS KITTY HAWK. PASSEX with Japanese Maritime Self Defense Force (JMSDF).

AUG INCHOPEX Indian Ocean. As part of the Indian Ocean turnover USS AMERICA provided realistic scenarios for the North Arabian Sea environment. Aircraft simulating surveillance flights (MAY, P-3) and small tactical raids (section F-4 tactics) exposed the air wing to the type of threats prevalent in the NAS.

SEP BEACON FLASH 84-7 provided four days of intensive utilization of low level navigation and SAREX training. Dissimilar Air Combat Training (DACT) highlighted this exercise. Participated in ASWEX 84-9U which provided four days of realistic Indian Ocean ASW training. Next, a two day exercise, MULTIPLEX 84-6, was designed to provide training for the Warfare Commanders (AW, AS, AX) and integrate Battle Group assets into the composite warfare structure. Air wing assets were launched out of alert status as required by each warfare commander to counter AAW threats (GRID), ASUW threats (WASEX), and ASW threats.

OCT Participated in ASWEX 85-IV. This exercise provided excellent ASW training opportunities to review basic tactics and improve upon Battle Group coordinated prosecution techniques in the Indian Ocean environment. BEACON FLASH 85-1, identical to BEACON FLASH 84-7, provided extensive low level training and DACT.

NOV FLEETEX 85-1, a major fleet exercise that integrated three CV Battle Groups (ENTERPRISE, MIDWAY, CARL VINSON) which evaluated all primary mission areas of CV operations: coordinated strikes utilizing Air Force KC135/E-3A assets, major grid exercises, long range WASEX's, and ASW missions. Flexibility was the key to the success in this exercise which accounted for over 800 sorties and 2200 flight hours in a 12 day period.

DEC CVW-11 aboard ENTERPRISE returned to CONUS following a seven month deployment. During the deployment the air wing flew over 25,000 hours and recorded over 9100 traps.